BY ORDER OF THE COMMANDER
AIR FORCE MATERIEL COMMAND

AFMC INSTRUCTION 21-128

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Maintenance

AIRCRAFT OPERATIONS AND MAINTENANCE SCHEDULING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance*. It establishes policy and assigns responsibility for the Operations Group (OG) and Logistics Group (LG) to develop and execute aircraft flying and maintenance programs, gives OG/CC and LG/CC the option of tracking, at the local level, other indicators of maintenance scheduling effectiveness. This instruction excludes contractors with government furnished property (GFP) and depot operations. For waiver actions see paragraph 1.7. **Note.** The terms Maintenance Operations Coordination Center (MOCC) and Maintenance Operations Center (MOC) are synonymous when used in this instruction.

Chapter 1

GENERAL RESPONSIBILITY AND POLICY

1.1. Responsibility. Commanders at all levels must comply with this publication.

1.2. Policy. This publication provides procedures for units to monitor the effectiveness of flying and maintenance programs. It is intended to be a local tool for operations and maintenance (O&M) activities to use in support of their programs. Reviewing reasons for deviating from the flying and maintenance schedule will allow wing commanders and staff to evaluate the flying program and scheduling processes of the unit. Higher headquarters (HHQ) will review the units flying and maintenance programs monthly and quarterly.

1.3. Objectives. This instruction establishes guidelines and procedures for calculating flying and maintenance effectiveness programs. Evaluating scheduling effectiveness provides the command and units the tool to self-assess the effectiveness of their flying and maintenance programs.

1.4. Applicability. This publication is applicable to Air Force Flight Test Center (AFFTC) and Air Force Development Test Center (AFDTC).

1.5. Requirements. Flying scheduling deviation recording is required for all AFFTC and AFDTC aircraft. Reporting procedures are contained in Chapter 3 of this publication. Operations, maintenance, test agencies, and others share in the responsibility for monitoring and controlling deviations. Scheduling deviations altering the planned use of resources generally have a domino effect that upsets future and near-term events. Every effort must be made to reduce or eliminate deviations.

1.5.1. Reporting Requirements. Units will use the Core Automated Maintenance System (CAMS)/ Reliability and Maintainability Information System (REMIS) for flight scheduling and deviation reporting. This includes contractor maintained aircraft. In the event that the contractor is not obligated to utilize CAMS/REMIS, the unit possessing the aircraft is responsible to ensure all reporting procedures are complied with.

1.6. Standards. Standards and goals assist commanders in assessing the effectiveness of unit performance. Aircraft maintenance scheduling effectiveness and aircraft flying scheduling effectiveness standards are established by HQ AFMC annually.

1.7. Waiver. Waiver authority for this instruction rests with HQ AFMC/LGM. AFMC waiver requests are submitted by the test wing commander to AFMC/LGM for resolution.

Chapter 2

FLYING SCHEDULING DEVIATIONS

2.1. Flying Schedule Deviations. A deviation from the printed daily flying schedule will be recorded in three categories: Type, responsible agency and chargeable or nonchargeable.

2.2. Responsible Agencies.

2.2.1. Maintenance (MX). Deviations resulting from aircraft discrepancies, unscheduled maintenance, or for failing to deliver a serviceable aircraft as scheduled.

2.2.2. Operations (OP). Deviations resulting from operations/non availability of qualified crew or mission changes.

2.2.3. Test Agency (TA)/Project. Deviations to flights that result from rescheduling, reconfiguration, test item malfunction and other project requirements.

2.2.4. Supply (SU). Deviations for aerospace vehicles that cannot meet the operational commitment because supply failed to deliver petroleum, oil, and lubricant (POL) services or a part within the time established by the delivery or mission priority established in AFMAN 23-110, *USAF Supply Manual*, and maintenance urgency of need designator.

2.2.5. HHQ. Deviations that result because of activities above the reporting unit in their chain of command.

2.2.6. Weather (WX). Deviations for aircraft which takeoff early, late, abort, or are added or canceled due to weather conditions.

2.2.7. Sympathy (SY). A deviation that occurs when a flight of two or more aircraft required for the same mission or project is canceled, aborted, or delayed because the flight of one of the aircraft was canceled, aborted, or delayed.

2.2.8. Contractor Support (CS). A deviation resulting from a test or system contractor not being able to support the mission.

2.2.9. Range Availability (RA). A deviation resulting from the Range not being available.

2.2.10. Other (OT). Deviations resulting from the following:

2.2.10.1. Air Traffic Control (ATC). Deviations resulting from ATC problems (for example, flight clearance delays, tower communication failure, conflicting air traffic, runway change, or runway closure).

2.2.10.2. Commander’s authorized sortie UTE management deletions according to paragraph 2.9.2.

2.2.10.3. Unusual circumstances not covered by the above definitions may use this code (i.e., bird strikes, damage during air refueling, unscheduled exercise (i.e., hurricane/weather evacuation exercises).

2.2.10.4. Equipment non-AFMC. Deviations caused by National Airborne Operations Center (NAOC) or Air Intelligence Agency (AIA) equipment, and other non-AFMC support and equipment.

2.2.10.5. Ferry Sorties. Ferry sortie requirement too late for inclusion in the daily schedule will be documented as a new line for the day and “flown as scheduled”.

2.2.10.6. Hot Spare Aircraft. properly configured aerospace vehicle that is listed on the daily flying schedule as a spare with a specific takeoff time and not utilized. If not used will be recorded as a nonchargeable cancel other.

2.2.10.7. Airborne Instrumentation.

2.2.10.8. Laboratories.

2.2.10.9. Special Instrumentation (SI).

2.3. Types of Deviations. The type of deviation can be Air or Ground Aborts, Tail Number Change (TNC), Tail Number Interchange (TNI), Cancellations, Late Takeoffs, and Early Takeoffs; a definition of these terms is in attachment 1.

2.3.1. TNI. Interchanges are changes to the printed flying schedule involving aircraft tail numbers printed on that daily schedule. TNIs may be used to prevent reconfigurations and unnecessary expenditures of man-hours, or to replace a printed tail number when that aircraft will not be mission capable in time to accomplish the flight. Interchanges between aircraft on the daily schedule, including functional check flights (FCF)/operational check flights (OCF) flown, will not be scored as chargeable deviations. Interchange procedures do not apply to aircraft not on the daily schedule. Interchanges do include the following:

2.3.1.1. Changing aircraft in printed line numbers with printed spare aircraft.

2.3.1.2. Changing aircraft in printed line numbers to different printed line numbers (tail number swap).

2.3.1.3. Changing aircraft not on the printed schedule, that have flown that day, with aircraft on the printed schedule.

2.3.1.4. Interchanges may be made up to crew ready time. Once crew ready time has passed, normal deviation recording will apply. Interchanges made after the daily maintenance meeting and prior to the first crew-ready time the next day require coordination for support from agencies outside the flying and maintenance squadron. Record all interchanges in CAMS.

2.4. Spare Aircraft. A properly configured aerospace vehicle that is listed on the flying schedule but is not assigned a specific takeoff time. Scheduling and use of spare aircraft will be managed by the aircraft production superintendent.

2.5. Daily Flying Schedule. Units must execute operations and maintenance schedules and plans effectively. Each day, by 1600 local time, the OG/CC or LG/CC or a designated representative will review the published schedule and maintenance plan, decide on revisions for the next day, and coordinate with other agencies to confirm the next day's schedule. Deviations will be recorded based on this final daily flying schedule. Flying schedules will be created according towith AFI 21-101, *Maintenance Management Aircraft.*

2.6. Rules for Reporting Schedule Deviations. The unit is responsible for documenting deviations to the daily flying schedule and determining the cause for each deviation. Deviations must be coordinated

with the appropriate agency before being assigned to a specific category. The flying squadron operations officer and the flying squadron maintenance officer monitor deviations to make sure they meet the criteria in this instruction. When disparities exist they will be referred to the OG/LG or designated representative for resolution. Schedule deviations that result from a sequence of events will be assigned a primary cause. A determination of the primary cause will be decided upon by all parties involved to arrive at a unit position. Deviations will be recorded as chargeable or non-chargeable as described in this instruction.

2.6.1. Multiple deviations will be recorded against a single line entry. For deviation reporting purposes, the AFTO Form 781, AFORM, Aircrew/Mission Flight Data Document, will be the official source document for takeoff and landing data. Some examples of multiple deviations are:

2.6.1.1. If an aborted aircraft is replaced by a spare that can meet the mission requirements, the original aircraft will be coded as a ground abort.

2.6.1.2. If a spare aircraft is launched on the original scheduled line but exceeds the 30 minute late takeoff criteria, the sortie (spare aircraft) will be charged as a late takeoff.

2.7. Chargeable Deviations. Generally described as those within the control of local management.

2.7.1. A deviation is chargeable if the responsible agency is Operations, Test Agencies, Maintenance, Supply, Range or Other and one of the following conditions is met.

2.7.2. Additions**.** A sortie that was not printed on the daily schedule will be recorded against the agency that requested the additional sortie or aircraft. For FCF/OCF additions see paragraph 2.8.8.

2.7.2.1. Tail Number Change (TNC). A tail number added to the schedule after the daily meeting, will be a chargeable add.

2.7.3. Early/Late Takeoff. Occurs when a scheduled sortie becomes airborne more than 30 minutes before/after the scheduled takeoff time.

2.7.4. Sortie Cancellation. Failure of an aerospace vehicle to launch on a flight at the scheduled takeoff time. For scheduled sorties, cancellation occurs when it is determined that the originally scheduled mission cannot be met.

2.7.5. Supply Deviations. Resulting from a filled requisition for which the supply delivery time exceeded the allowable standard in AFMAN 23-110 and was not replaced by a spare.

Note. Actual time required for installation of the part or component is not to be considered.

2.7.6. Late Delivery of POL which directly results in a deviation.

2.7.7. Operations Deviations. Including deviations which result from overstressing the aircraft.

2.7.8. Ground Aborts. Ground aborts, with the exception of weather, sympathy and contractor aborts; will be recorded as a chargeable deviation to the responsible agency or condition that caused the aborted mission.

2.7.9. Air Aborts. An air abort is considered as a sortie flown when reporting total sorties flown. Air aborts will be coded to the agency or situation that caused the aborted mission. An air abort will not be recorded when malfunctions occur during the “Before Takeoff Checklist” portion of helicopter sorties.

Note. The decision that an effective sortie was attained will be made by operations.

2.7.10. Other. A deviation due to airborne instrumentation, laboratories, or SI.

2.8. Nonchargeable Deviations. Attributable to circumstances or factors that are not within local control.

2.8.1. All HHQ Deviations.

2.8.2. All weather deviations, may be recorded for any weather adversely impacting mission completion (e.g., local, destination, en route or alternate). Except when the sortie was a test that is related to weather conditions.

2.8.3. All Sympathy Deviations. In the Remarks field of the Form 2 or its equalvant and in CAMS the primary aircraft causing the sympathy deviation and the responsible agency will be reported.

2.8.4. Contractor Support Deviations.

2.8.5. Deviations recorded to "other" except those lists in para 2.7.10.

2.8.6. Supply deletes resulting from a verified NMCS (MICAP) condition.

2.8.7. Tail Number Interchanges.

2.8.8. Additions. FCFs and OCFs whose primary purpose is to perform maintenance checks will be recorded as nonchargeable operations additions and considered flown as scheduled, no multiple deviation reporting will be required.

2.9. Scheduling Exceptions.

2.9.1. Adverse Weather. Units/flying squadron(s) may add sorties to the flying schedule to make up for weather losses. Sorties will only be added to the schedule when the planned weather attrition for the month has been exceeded for that month. The number of sorties added will not exceed the difference between the planned weather attrition and actual weather losses. Weather attrition will be computed by the OSS/LSS Analysis Section. (**Example.** Planned weather attrition for the month equals 30 sorties. On the 20th of the month 40 sorties are lost. Ten non-chargeable sorties may be added. The maintenance schedule and the ability of maintenance to support the additional requirements must be carefully considered before adding sorties.

2.9.2. Achievement of Utilization (UTE) Rate. Utilization management is accomplished throughout the month. Attrition should be closely monitored and a determination to adjust the number of sorties required should be made before each weekly/daily schedule is developed. This practice ensures an even sortie flow, eliminates excessive maintenance actions and limits the number of sorties canceled. The flying squadron commander is responsible for the flying program. When the flying squadron commanders are reasonably assured that the sortie/UTE rate goal will be met, they are encouraged to modify, cancel all or part of the schedule so as to meet unit needs and reward the workers whose efforts caused or made early achievement possible. Sorties that are canceled for UTE management during the last 5 O&M days of the month will be recorded as non-chargeable "other."

2.9.3. Year End Close-out. During the last 15 O&M days of the fiscal year units are permitted to selectively cancel scheduled sorties to manage the end-of-year flying hour close-out. These cancellations will be reported as nonchargeable "other."This provision is intended to help units gradually closeout end-of-year flying without exceeding the Sortie/UTE rate.

2.10. Unscheduled Tasking. When a unit is tasked with an unscheduled higher headquarters tasking, selfinitiated tasking, such as mobility exercises or weather evacuations, or other services tasking, which significantly impact the printed daily flying schedule, the printed schedule may be revised or canceled and replaced with a new schedule without recording deviations.

Note. Local unscheduled tasking will not be used solely to recoup sortie losses.

2.10.1. If the schedule is revised or canceled and reprinted, the following procedures will be used:

2.10.1.1. Normal deviation reporting procedures will be followed once the revised/reprinted schedule has been finalized. The revised schedule will be finalized a minimum of 2 hours before the first scheduled launch.

2.10.1.2. Once the tasking terminates, the original schedule may be used or it may be revised or reprinted for the tasking period, as required. Normal deviation reporting is to be used once the revised or reprinted schedule is finalized.

2.10.1.3. Normal deviation reporting procedures will be followed after a takeoff time is established to a tasking by higher headquarters or other services.

2.10.2. If the unscheduled tasking has an adverse impact on the monthly sortie/UTE rate goal, the group commander has the option to adjust the monthly sortie UTE rate goal.

Chapter 3

FLYING SCHEDULE REPORTING PROCEDURES

3.1. Purpose . This chapter provides instructions on flying scheduling reporting procedures.

3.2. General. The flying schedule must be loaded in CAMS to track scheduling and deviation data. Once loaded, the CAMS daily mission schedule or proposed maintenance plan background programs will provide base level retrieval of flying and maintenance schedule information. CAMS will complete higher headquarters reporting of aircraft utilization to REMIS.

3.3. Responsibilities.

3.3.1. OSS/LSS Plans, Scheduling and Documentation (PS&D) section will publish the daily flying schedule according to local scheduling directives. Use of computer generated products is authorized. Debriefing, Maintenance Operations Coordination Center (MOCC) or PS&D will load the daily flying schedule into CAMS using the procedures in AFCSM 21-565, Vol II.

3.3.2. The MOCC will use the AFMC Form 2, **Weekly/Daily Aircraft Utilization Schedule/Deviation Record.** to score and record deviations. Minimum requirements for the AFMC Form 2 are shown in para 3.3.2.1. The MOCC will score and review deviations against the printed schedule. The OSS/LSS Analysis Section will tabulate the completed AFMC Forms 2. The MOCC and OSS/LSS Analysis will review the on-line CAMS debriefed sortie recap and the CAMS background products: Daily Accomplishment Utilization Report, Deviation Detail Listing and Deviation Summary Reports daily to ensure accuracy of deviation reporting. MOCC or debriefing will update CAMS as deviations occur. The MOCC will coordinate with the FS on all changes and deviations to the daily flying schedule to assist in determining correct debriefing status codes. The MOCC will provide sortie numbers to the FS for all additions and cross country sorties. Sortie numbers assigned to a specific tail number must be in sequential order (for example sortie number 101 must be used on a specific tail number before sortie number 102).

3.3.2.1. Minumum requirements for AFMC Form 2:

3.3.2.1.1. Date

3.3.2.1.2. For each Sortie Schedule have one line showing:

- Sortie - the sortie line number
- Aircraft MDS/Serial Number
- Scheduled Takeoff Time
- Actual Takeoff Time
- Flight Duration
- Landing Time
- Mission Symbol
- Fuel Load
- Remarks Section
- Type Deviation: TNI, TNC, Added, Cancelled,m Late, Early or Abort

- Agency Responsible for the Deviation: Maintenance, Supply, Operations, Test Agency, Range, HHQ, Weather, Contractor Sympathy or Other
- Chargeable or Nonchargeable

3.3.3. The following instructions apply to CAMS screen 474, Cause Code Table; 342, Operational Event Cancellation; 343, Operational Event Tail Number Swap/Tail Number Spare; and 350 Deviation, Start/Stop/Correction, Abort/Delete. The Ground Deviation Code block cannot be blank. Enter one of the following codes or one of the ground deviation codes in AFCSM 21-556, Vol. II:

Code	Function
AD	Addition
CX	Cancellation
ET	Early Takeoff
GA	Ground Abort
LT	Late Takeoff
SP	Spare
TS	Tail number Swap or Interchange

3.3.4. Chargeable Indicator. Enter one of the following codes to indicate the category of each deviation:

Code	Function
C	Chargeable Deviation
N	Nonchargeable Deviation

Note. There is no code for interchange in CAMS. The action required to indicate an interchange in CAMS is a tail number swap, which is the only way to move a sortie number from one tail number to another. Code the tail number swap as a nonchargeable deviation and list in the remarks block that the tail number swap is an interchange. A TNC should be logged as chargeable.

3.3.5. Cause Code.Enter one of the following codes to indicate the reason for a deviation or the agency which caused a deviation. These codes must be entered into the CAMS Cause Code table as outlined in AFCSM 21-565, Vol II by OSS/LSS PS & D or MOCC. The maintenance indicator block is left blank when loading the following cause codes.

Code	Function
ATX	Air Traffic
GAG	Ground Abort, before engine start
GBG	Ground Abort, after engine start, before taxi
GCG	Ground Abort, after taxi
HQT	Higher Headquarters, MAJCOM
HQP	Higher Headquarters, other

MTX	Maintenance
OPX	Operations
SUX	Supply
SYX	Sympathy
WXX	Weather
RNG	Range
ABI	Airborne Instrumentation
CTR	Contractor
LAB	Laboratory
TAG	Test Agency
OTX	Other
XXX	Local Option

Note. Cause codes ending in X may be assigned any character for local use.

3.3.6. Air Deviation Code. Enter one of the following codes or one of the air deviation codes in AFC-SMAN 21-556, Vol II, or each deviation that occurs after aircraft takeoff:

Code	Function
AA	Air Abort (includes operations, weather, sympathy, ATC, non-IFE, and other)
AI	Air Abort, IFE
EL	Early Landing
FI	Inflight Incident
LL	Late Landing
FE	IFE with no air abort

Chapter 4

MAINTENANCE SCHEDULING EFFECTIVENESS

4.1. Purpose . This chapter provides a means to measure maintenance management effectiveness, reflected by how well the maintenance schedule is carried out. Maintenance efforts should be directed toward the timely accomplishment of all scheduled maintenance actions. This program is a requirement of AFI 21-101.

4.2. Computations.

4.2.1. Scheduled maintenance events and respective weighted factor points in table 4-1 are used in computing the aircraft maintenance scheduling effectiveness rate. Credit is received for actions started on or prior to the scheduled date as printed in the weekly schedule. The CAMS data base will be used to determine whether or not the maintenance actions were started on time.

4.2.2. The OG/CC and LG/CC may select additional areas (such as AGE, AIS, AME, etc.) for local scheduling effectiveness tracking. The unit will establish standards for these programs and develop a computation table in the format of table 4-1. This data will not be included in aircraft maintenance scheduling effectiveness when reported to higher headquarters.

4.2.3. OSS/LSS Plan Scheduling & Documentation will compute the unit maintenance scheduling effectiveness rate on a weekly basis. In units with decentralized PS&D functions, Flying Squadron Plan Scheduling & Documentation section will compute the maintenance scheduling effectiveness rate on a weekly basis. Computations (points possible and points earned) will be forwarded to the OSS/LSS Analysis Section for publication monthly.

4.2.4. When a unit is tasked with an unscheduled tasking, unannounced exercise/real world contingency, or higher headquarters tasking, that significantly impacts the printed weekly maintenance schedule, the plan may be revised or reprinted without incurring deviations. Normal deviation reporting procedures will be followed once the revised or reprinted plan is finalized. The portion of the schedule that is revised will not be included in the scheduling effectiveness formula.

4.2.5. Units may revise or reprint the following day’s or remainder of that week’s maintenance schedule to compensate for adverse weather. This adjustment should be used only in extreme cases. Once changed, normal deviation reporting procedures will apply.

4.2.6. The OG/CC or LG/CC may cancel and reschedule maintenance actions to coincide with the portion of the flying schedule that was canceled after the unit or FS has achieved the sortie/UTE rate goal for the month. These canceled maintenance actions will not be included in maintenance scheduling effectiveness computations.

4.3. Deviation Categories . Chargeable and non-chargeable deviations result when maintenance actions are not started on or before the scheduled date. Chargeable deviations can be generally described as those within control of local management, while nonchargeable deviations are attributable to circumstances/ factors not within local control.

4.3.1. Chargeable Deviations.

4.3.1.1. Maintenance actions canceled to add aircraft to the flying schedule.

4.3.1.2. Maintenance actions canceled due to a lack of manpower or equipment.

4.3.1.3. Maintenance actions not started as scheduled, except for those reasons listed in para 4.3.2.

4.3.2. Nonchargeable Deviations.

4.3.2.1. Higher headquarters deviations.

4.3.2.2. Weather deviations.

4.3.2.3. Deviations that result from a verified parts backorder condition.

4.3.2.4. Aircraft that are impounded after publication of the weekly schedule.

4.3.2.5. Deviations resulting from unscheduled major maintenance where the scheduled maintenance action cannot be accomplished because of tech data restrictions.

4.3.2.6. Aircraft off base and unable to return because of factors outside of unit control.

4.3.2.7. Actions canceled as a result of UTE rate goal day.

Table 4.1. Maintenance Scheduling Effectiveness Computation.

Scheduled Maint Event	Weighted Points A	Number-Events BA x B	Points Possible AsSched'd	EventsStarted A x D	Points Earned
Transfer/Acceptance Inspections	6				
Engine Changes	4				
Periodic (PE)/Isochronal (ISO)/ Phase/Home Station Check/Hourly Postflight (HPO)	5				
Training Aircraft	2				
Weapons Load Training (WLT)	2				
Field Training Detachment (FTD)	2				
Time Change	4				
Time Compliance Technical Order (TCTO)	4				
Special Inspection	3				
Acft Records Review	3				
Wash/CorrosionControl	2				
Deferred Discrepancy (DD)	1				

Total Points Possible _____ Total Points Earned _____

FORMULA:

Total Points Earned Divided by Total Points Possible X 100 = Maintenance Scheduling Effectiveness Rate

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Attachment 1

GLOSSARY OF TERMS

Terms

Accomplishment Utilization Report (AUR)—A background report showing flying schedule accomplishment on a daily, weekly or monthly basis (AFCSM 21-565, Vol II).

Addition—An increase in sorties or aircraft added to the printed daily flying schedule.

Air Abort—An airborne aircraft that can not complete its primary or alternate mission.

Air Deviation Code—A deviation from the scheduled sortie flight plan occurring after aircraft takeoff.

Aircraft Sortie—A flight by one aircraft. A sortie begins when the aircraft begins to move forward for takeoff vertically from rest at any point of support. It ends after airborne flight when the aircraft returns for final landing.

Attrition—Losses expected based on historical data. Sorties added by maintenance scheduling to a unit's sortie contract to allow for actual losses. They reflect unit seasonal and historical variations.

Note—Base the number of attrition sorties on an analysis of historical data. The monthly schedule will, for management purposes, clearly identify attrition sorties. If attrition is less or more than planned, adjustments to the schedule should be made to prevent overextending maintenance and staying within the unit's sortie program. Attrition sorties are not substitutes for capability shortfalls, they are additive to the contract to ensure mission goals are met. A sortie lost will normally be flown in the week/month the loss occurred.

Cancellation—An aircraft or sortie that is removed from the printed schedule for any reason before crew show.

Continuation Sortie—A scheduled sortie containing scheduled operation stops. When a crew completes their training/mission and performs an operation stop, the engines remain running and no servicing is performed. The prime purpose is to on/off load crew members. This sortie will accommodate lost training events and optimize aircraft use.

Crew Ready—An aircraft that has been properly inspected, fueled, required weapons loaded, necessary maintenance actions completed, the exceptional release signed off and the tail number passed to operations.

Crew Show—The time that the aircrew arrives at the aircraft.

Deferred Discrepancy—Malfunctions or discrepancies not corrected "on the spot." Scheduled events do not count as a deferred discrepancies until the scheduled start time.

Deployed Sorties—Sorties launched away form home base or isolated areas at home base, with parent-unit maintenance provided.

Deviation—A departure from the printed daily flying schedule.

Early Takeoff—Scheduled sorties launched more than 30 minutes prior to scheduled takeoff.

Exercise—A unit or higher headquarters event designed to test or evaluate an organization's plans, procedures, and operational/maintenance capabilities.

Extended Sortie—Scheduled sorties that land more than 15 minutes past the scheduled landing time. If the extended sorties originated on time, record the subsequent late takeoff or deletion against the agency that caused the late landing. If the extended sortie did not originate on time, record the subsequent sortie deviation against the agency that caused the original delay.

Ferry Sortie—Sorties flown to transfer an aircraft to or from a maintenance facility or to a new assignment, including inter-command, inter-unit transfers.

Flown as Scheduled Sortie—A sortie flown by a specific aircraft on the date and time, indicated on the printed daily schedule, and those aircraft that are defined as "flown as scheduled" elsewhere in this instruction.

Functional Check Flight (FCF)—The flight of an aircraft, according to the applicable dash -6 manual, to verify the airworthy condition of the aircraft.

Ground Abort—Event after crew show time that prevents a "crew ready" aircraft from becoming airborne.

Home Station Sortie—Sortie launched from the home base or deployed locations where parent unit maintenance is provided.

In-Flight Emergency (IFE)—An airborne aircraft that encounters a situation or emergency that results in an IFE being declared by the aircrew. (Not a deviation, but will be recorded according to chapter 3).

Late Takeoff—Scheduled sortie launched more than 30 minutes after scheduled takeoff time.

Maintenance Scheduling Effectiveness—A measurement used to determine what percent of the scheduled maintenance actions were actually started on time according to the dates published in the weekly schedule.

Mission—Is the intent of the sortie or maintenance action.

Off-Station Sorties—Sorties flown away from home base (cross-country). This includes aircraft that divert or break off station and parent unit maintenance is sent to repair and launch the aircraft.

Note.—Off-station sorties are considered flown as scheduled.

Operational Check Flight (OCF)—The first flight of an aircraft that has had extended downtime or extensive maintenance which does not require an FCF.

Pen-and-Ink changes—Changes made to the flying schedule prior to publication of the daily flying schedule.

PiggyBack Mission—Two or more scheduled test missions (with individually assigned mission/sortie numbers) flown during one single scheduled sortie. **Note.** Deviation reporting (If applicable) will only be scored against the first piggyback mission sortie number.

Scheduled Sortie—An aircraft scheduled for flight by tail number and takeoff time on the daily flying schedule. Functional Check Flights (FCF) and Operational Check Flight (OCF) are excluded.

Scheduled Maintenance Action—A maintenance requirement printed in the weekly schedule with a start time and date.

Sortie Contract—The written agreement between operations and maintenance. It specifies the number of sorties to be flown. The contract is the final resolved product between operational requirements and maintenance capabilities. The forecasted attrition factor will be considered in achieving a contract

agreement and added by maintenance to ensure fulfillment of the contract. The contract figure plus attrition factor provides the basis for fulfillment of the contract. The contract is based on the operational schedules. Attrition sorties are not substitutes for capability shortfalls; they are figured against the contract.

Spare—An aircraft designated as a spare on the printed schedule. Also includes scheduled aircraft that have been canceled, aborted, have flown an earlier sortie, or an aircraft that has been released after FCF/ OCF.

Tail Number Change (TNC)—A tail number added to the schedule after the daily meeting, will be a changeable add.

Tail Number Interchange (TNI)—Tail number swaps made to the daily flying schedule.

Unscheduled Tasking—Tasking in which initial notification occurs after publication of the weekly/daily schedule.

Weekly Aircraft Utilization and Maintenance Schedule—The schedule, agreed to by operations and maintenance, to support the unit's flying and maintenance requirements. In this publication it is referred to as the "Weekly Schedule."